

REPORT

ON THE

RED RIVER EXPEDITION OF 1870,

BY

ASSISTANT CONTROLLER IRVINE, C.M.G.,

WITH PREFACE.

Presented to both Houses of Parliament, by Command of Her Majesty, 1871.

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REPORT on the Red River Expedition of 1870, by Assistant Controller Irvine, C.M.G., with Preface.

THE first hint that the services of the Control Department were likely to be required for an expedition to Fort Garry was given to Acting Deputy Controller Martindale on the 5th April, but no definite understanding on the subject was come to till the 11th of that month.

Attention was diverted for the next few days to the anticipated Fenian raid on Canada, so that when Assistant-Controller Irvine arrived on the 15th from England, detailed to take charge of the Expedition, he found no preparatory steps had been taken, beyond the arrangement made, as a necessary preliminary, between General Lindsay and the Dominion Government, that the Control Department should have entire charge of the Expedition, both as regards the Regular Forces and the Militia, and that the share of expense to be borne by the Dominion Government should form a matter for subsequent investigation.

Conferences were held during the next few days to arrange the route to be taken, and to settle questions of supply, transport, equipment, &c.; and on the 22nd April tenders were advertised for, to be sent in at latest by the 30th, Mr. Irvine being detached at once to Toronto and Collingwood to take stock of the transport and supplies which had already been procured by the Dominion Government, and Deputy Commissary Wilkinson being instructed to make all necessary preparations at Toronto, where it was arranged that the Force should rendezvous.

On the 2nd and 3rd May tenders were accepted. The supplies obtained by them were reasonable in cost, and gave entire satisfaction throughout the Expedition.

The next few days were spent by Colonel Martindale in going to Collingwood and taking up steam transport, satisfactory arrangements having been almost completed when all negotiations were brought to an abrupt termination by a telegram from Ottawa, that the steam transport was to be arranged entirely by the Postmaster-General of the Dominion Government.

Time slipping by, General Lindsay, on the 11th May, instructed Colonel Martindale not to wait for sanction from the Government; and arrangements for transport were at once concluded with the Northern Railway of Canada and the owners of available steam-boats at 15 per cent. under the ordinary tariff.

The general arrangements for the Expedition had meantime progressed. A change in the ration necessitated further supplies of tea, sugar, and tins; 3,000 bags were purchased for the conveyance of flour, biscuits, and pork from Thunder Bay; and the whole energies of the Control Department at the main stations of Montreal, Quebec, and Kingston were being heavily taxed, for in addition to pushing forward stores to Toronto in readiness for shipment, many articles which could not be purchased, such as waterproof bags for blankets, and covers for pouches, had to be made in store; and the Department was already abnormally pressed by the shipment of stores to England, consequent on the withdrawal of troops from Canada.

The first steamer of the season, laden with a general cargo, left Collingwood for Thunder Bay on the 7th May; but being refused a passage, by the United States Government, through the Sault St. Marie Canal, was compelled to land her freight on the Collingwood side.

It is well to describe exactly the effect of this refusal on the Expedition, for its difficulties were materially increased by it.

An excellent line of railway runs (a distance of 94 miles) from Toronto to the wharves at Collingwood, the shipping port for Lakes Huron and Superior, and therefore for Thunder Bay, some 700 miles further on.

Half way between Collingwood and Thunder Bay, to avoid the rapids between Lakes Huron and Superior, the Sault St. Marie Canal has been constructed, 24 miles long, in United States territory; and the refusal of a passage through it consequently rendered through shipment to Thunder Bay, as intended, impracticable.

All stores, supplies, and men had to be landed on the Canadian shore of the rapids at the Lake Huron end, transported on land, and re-shipped on Lake Superior.

It necessitated, too, the engagement of fresh steamers, which, when engaged, could

not lie within a mile of the shore, so that communication had to be carried on by means of scows.

It raised claims for wharfage and storage, and damaged the stores by crowding and transhipment, to the great increase of delay, confusion, and expense.*

The Force, the first detachment of which left Toronto on the 14th May, and reached Sault St. Marie on the 16th, consisted of 1,214 officers and men, and about 400 voyageurs and 100 teamsters—a total, say, of 1,700 men, for whom transport had to be provided, and supplies, the country between Thunder Bay and Fort Garry, a distance of 600 miles, producing nothing.

There was some little confusion at first at the Sault St. Marie Canal, in consequence of the unexpected disembarking there of men and stores; but a camp was soon pitched, and stores were placed under shelter, some in the Hudson Bay Company's buildings, and the remainder under tarpaulins.

The next three weeks were occupied in fitting up transport for carrying horses, &c., in unloading and loading, and in sending on supplies and men to Thunder Bay, the last detachment leaving Sault St. Marie on the 19th June, and reaching Prince Arthur's Landing at Thunder Bay on the 22nd.

Owing to the shallowness of the water, the steamers, both at Sault St. Marie and at Thunder Bay, had to lay some distance off the shore. Stores had consequently to be put on board and landed by means of scows, and considerable loss was occasioned, for the packages were not sufficiently strong to bear the constant handling.

The conduct of the Expedition from Thunder Bay being described at length in Assistant Controller Irvine's Report, it is only necessary to give here the general conclusions on the conduct of the Expedition arrived at by Colonel Martindale:—

"The delay," he writes, "that occurred, firstly, before the Control Department received any information regarding the proposed Expedition, and, secondly, before it was placed in a position to act, is to be regretted. It compelled many things to be done hurriedly that would have been the better for more time, and, in conjunction with its other duties, placed an undue and excessive pressure on the Department.

"Supplies were provided for a Force of about 1,700 men. They proved ample and of excellent quality, and met the wants of the Expedition.

"The question of the manner in which the supplies should be packed and carried was considered at the conferences regarding the Expedition, and the best advice that could be obtained was followed, but many of the packages proved too weak for the work they had to undergo. This arose partly from the unexpected transhipment at the Sault, and partly from its having been found more convenient not to shift the contents into bags at Thunder Bay, as originally intended. The tins supplied to carry the tea, sugar, and pepper, answered excellently.

"A sum of 1,500*l.* was taken up by Assistant Commissary Jolly on the 19th of May, on proceeding to Thunder Bay, and a further sum of 2,400*l.* by Commissary Pennell, on 20th June. At the close of the Expedition it was found necessary to send a final sum of 1,000*l.* sterling by an Officer of the 1st Battalion 60th Rifles, no Control Officer being available. The remainder required was raised in small sums at Thunder Bay, and by bills cashed by the Hudson Bay Company at Fort Garry.

"Mr. Dawson's accounts have not yet been received, but unless these greatly exceed what has been estimated for them, it would appear that the cost of the Expedition (not including the pay of the troops) will not exceed 91,487*l.*, the amount of the estimate referred to in paragraph 55.

"The officers selected by me originally for the Expedition represented every branch of the Control, except the Barrack. They were found able to deal with any Control duties they were called on to perform, and they worked in perfect harmony together.

"The experience gained from this service in Canada must, in my opinion, be considered as favourable to the Control system. Called upon, with a much diminished establishment, to deal suddenly and within a period of six months with a Fenian raid, with the Red River Expedition, with the disposal and shipment home of a vast quantity of stores, and with the changes consequent on the withdrawal of the troops, the Department has met the calls made upon it, in addition to its ordinary duties, with a quickness, united action, and success which may fairly be attributed to the union of the several branches into one Department under one Head; while the power afforded to the Controller of utilising any officer for any work for which he was at the moment most wanted, was found in many instances very necessary, and unquestionably enabled a lesser staff to be maintained, and emergencies to be better met and overcome."

* The restriction was subsequently removed as regards stores other than munitions of war, but not till too late to be of much avail.

*Red River Expeditionary Force,**Quebec, 25th October, 1870.*

Sir,

I HAVE the honour to submit, for the information of the Right Honourable the Surveyor-General of the Ordnance, the following Report on the Red River Expedition, so far as regards the duties of the Control Department, the charge of which, from Thunder Bay to Fort Garry, was entrusted to me, under instructions from the Secretary of State for War, dated War Office, 30th March, 1870, ^{Gen. No. 6} ₁₇₈₇.

The Military Force was composed as follows:—

Force.

	Officers.	N. C. Officers and Rank and File.
Detachment of Royal Artillery	1	19
" Royal Engineers	1	19
1st Battalion 60th Royal Rifles	26	351
Army Service Corps .. .. .	..	12
Army Hospital Corps .. .. .	..	8
1st, or Ontario Militia	28	350
2nd, or Quebec Militia	28	350

The Staff consisted of—

Colonel Wolseley, Commanding.
 Captain Huyshe, Rifle Brigade, and Lieut. Denison, Canadian Militia, Orderly Officers.
 Lieut.-Colonel Bolton, R.A., Deputy-Assistant Adjutant-General.
 Major M'Leod, Brigade Major, Militia.
 Lieut.-Colonel M'Neill, V.C., attached to Staff.
 Surgeon-Major Young, M.D., 1st Battalion 60th Rifles, Principal Medical Officer.
 Staff Assistant Surgeons Shaw, Robertson, and Chatterton.

And the undermentioned officers of the Control Department:—

Assistant Controller, Irvine.
 Commissary (late Assistant Commissary-General) Pennell.
 " (late Purveyor) Mellish.
 Deputy Commissary (late Deputy-Assistant Commissary-General) Marston.
 " " (" " " ") Meyer.
 " " (" " " ") Beamish.
 Assistant Commissary (late Deputy-Assistant Superintendent of Stores) Jolly.

Attached for transport purposes were—

Captains Nagle and Money, half-pay, late Royal Canadian Rifle Regiment, as Acting Deputy Commissaries.
 Lieutenant Smyth, half-pay, late Royal Canadian Rifle Regiment, as Acting Assistant Commissary.

From the Militia, Captain Peebles was attached as a Deputy Commissary.

Total of all ranks, 1,214.

The Force landed at the end of the road leading from Thunder Bay, Lake Superior, to Lake Shebandowan, a point about $3\frac{1}{2}$ miles from the mouth of the Kemanistaquia River, on which is the Hudson Bay Company's post, Fort William. Arrival at Prince Arthur's Landing.

The place was named by Colonel Wolseley, "Prince Arthur's Landing."

The first detachment landed here on the 25th May, the last on the 21st June.

The following was the cause of delay in landing the small Force:—It was found that on the Lakes Huron and Superior there were but four British steamers running—the "Chicora," "Algoma," "Frances Smith," and "Warbuno." The two first carried the mails from Collingwood, on the Georgian Bay, to Fort William; the two last only traded on Lake Huron. Besides the men to be conveyed, we had to transport 150 horses, 36 draught oxen, and all the stores necessary for the Expedition. The "Chicora" and "Algoma" could with difficulty carry about 200 men, with from 30 to 40 horses. The "Frances Smith" was a large steamer, and could have carried many more. An agreement was made that she was to go off her usual course, and make trips through to Thunder Bay, but she failed in the first attempt. Owing to the inebriety of the Captain, the troops Cause of delay in landing.

and stores had to be landed from her at Sault St. Marie. The "Warbuno" was a small craft, capable of carrying but a company of 50 men. Anything shipped in her had to be landed at Sault St. Marie.

Sault St. Marie is a rapid on the St. Mary River, which runs from Lake Superior to Lake Huron, and divides British from American territory. The canal through which vessels have to pass to avoid the rapid is unfortunately on the American side. The "Portage" road, on the Canadian side, is upwards of $2\frac{1}{2}$ miles long.

A possible difficulty with the United States Government was foreseen; and the owners of the steamer "Algoma," on making their first trip of the season, were directed not to return into Lake Huron, but await orders on the Lake Superior side.

This was most fortunate, as just afterwards the "Chicora" was refused permission to pass through the canal. She landed her stores on the Canadian side, and returned to Collingwood. The restriction was taken off immediately for all stores not munitions of war, but not before a large collection of every description had been made at the Sault. This collection was constantly being added to by the Lake Huron steamers bringing more on from Collingwood.

The American propeller "Brooklyn" was hired at Detroit to assist the "Algoma" on Lake Superior; and in addition the American steamers "Clematis," "Union," and "Arctic" were chartered.

Notwithstanding this assistance, nearly one month elapsed before the Force, with all its stores and supplies, was landed at Prince Arthur's Landing.

There was no cover or protection for the stores and supplies lying at the Sault beyond what could be given by tarpaulins. They were all carted from one end of the Portage to the other by the transport, sent there for the purpose under Captain Nagle, and shipped as quickly as possible in the first steamer arriving.

In consequence of the shallowness of the water, the steamers had to lay a long way off, and everything had therefore to be put on board by means of a scow. On arriving in Thunder Bay they had again to be landed by a scow, then carted to the camping ground.

Many of the supplies and stores had come from great distances—the biscuit as far as from Quebec; and the packages, though of the ordinary description used in this country, proved, from the difficulties which occurred at Sault St. Marie, and from the constant handling and transshipment, not sufficiently strong for the service. The result of this was considerable loss.

The Force was thus finally distributed:—

Royal Artillery, Royal Engineers, and 1st Battalion 60th Rifles, proceeded to Fort Garry, and returned without delay.

The 1st Ontario Militia proceeded to Fort Garry, leaving one company encamped at Fort Frances until the 1st September, when it proceeded on to Fort Garry.

The 2nd Quebec Militia proceeded to the Lower Fort Garry, or Stone Fort, with the exception of one company, which remained at Prince Arthur's Landing until the return of the Regular troops to the province of Quebec, where it likewise returned.

PROVISIONS.

The ration, as laid down in the Standing Orders issued at Toronto on the 14th May, 1870, by Colonel Wolseley (copy annexed, and marked A), consisted of 1 lb. of biscuit, or $1\frac{1}{2}$ lb. bread, or $1\frac{1}{2}$ lb. flour; 1 lb. salt pork, or $1\frac{1}{2}$ lb. fresh meat; 2 ozs. of sugar; 1 oz. of tea; $\frac{1}{2}$ oz. of salt with fresh meat; $\frac{1}{3}$ pint of beans, or $\frac{1}{4}$ lb. preserved potatoes; $\frac{1}{8}$ oz. pepper. When fresh vegetables were obtainable, 1 lb. was issued as the ration. In camp, when no very hard work was being done, this ration was found to be ample; but when working on the roads and in the boats, the men could eat from $1\frac{1}{2}$ to 2 lbs. both of biscuit and pork, and on any similar Expedition the ration should be increased. The ration of tea might perhaps be reduced to $\frac{2}{3}$ oz. per man per day, if the troops are together in considerable numbers. The sugar should be increased to 3 ozs.

The biscuit was chiefly obtained from Quebec, delivered there at $3\frac{1}{4}$ cents per lb. It was that known as No. 1, and was of excellent quality, as indeed were all the supplies without exception. The barrels in which it was packed proved, as already stated, not sufficiently strong, especially as it was found necessary to abandon the original idea of transferring it to bags at Thunder Bay, and instead to take the barrels through to Red River.

Fresh bread was issued at the camps at Prince Arthur's Landing, the Matawan Bridge, the Dam-site, Fort Frances, and lastly at Fort Garry. For this purpose, six field

Stores
damaged
and defi-
cient.

Distribution
of Force.

The ration.

Biscuit.

Fresh bread.

oven, Aldershot pattern, were sent with the military stores, and seven men of the Army Service Corps were bakers. Three ovens were worked at Prince Arthur's Landing, and fresh bread was issued there throughout the time the Expedition lasted. Two were worked at the Matawan Bridge, and one of these afterwards taken on to the Dam-site. Another was taken on by one of the first brigades of boats, and worked at Fort Frances. At Fort Garry and the Lower Fort, brick ovens were found, and worked at once.

The bread was invariably beautifully baked, and was much relished by the troops, especially at Fort Frances, where it was issued to them going and returning, and after they had been for many days on biscuit.

At the Dam-site, or Ward's Landing, where two men of the Army Service Corps worked but one oven, 470 ration loaves of $1\frac{1}{2}$ lb. each were turned out on the 17th July, the oven not holding more than 90 or 100 rations. No. 1144, Serjeant Joseph Jarvis, Army Service Corps, had charge of all the field ovens at different times. From a statement rendered by him (annexed and marked B), it appears that on the average 100 lbs. of flour yielded 135 lbs. bread.

The flour was of the very best brands; that taken in the Expedition boats was in half barrels containing 98 lbs.; these were stronger and more handy than the whole barrels, yet from the rough usage they had to receive also required an immense deal of re-coopering. The price, exclusive of freight, was 4 dollars 75 cents the whole barrel of 196 lbs. Flour.

The salt pork was supplied at 29 dollars 98 cents per barrel of 200 lbs.; it was that known as mess pork, the best quality. Like the flour, that taken in the boats was in half barrels of 100 lbs. each. Hardly a complaint was heard of its quality; it was generally pronounced excellent. Salt pork.

The rough handling and the intense heat of the sun caused much trouble and anxiety on account of the pork; it had constantly to be re-coopered and re-brined. The loss from it becoming bad was nevertheless trifling. On the arrival of two companies of the 1st Militia at Fort Garry, they returned several barrels into store in a stinking state. As this was exceptional, a Court of Enquiry was held, and it was found they had wittingly drawn off the brine at one of the first "portages" they had come to, so as to lighten their loads. They were condemned to pay 140 dollars.

Some of the pork barrels were hooped with iron, others with wood. The iron were the best for the purpose, as the wooden hoops, standing out from the barrel, hurt the men's backs when portaging.

Fresh beef was supplied at Thunder Bay, and along the road to Shebandowan Lake, at $19\frac{3}{4}$ cents per lb. The contract was very well fulfilled. Fresh beef.

At Fort Frances, on the westward journey, three head of cattle were obtained from the Hudson Bay Company at a charge of 6d. sterling per lb. We were unable to obtain any returning, and the garrison left there were rationed on salt pork. In the same way, at the Hudson Bay post at the mouth of the Winnipeg River, Fort Alexander, the troops had fresh meat going, but not returning. Whilst at Fort Garry, the troops had fresh meat issued to them daily.

The sugar was that known in the market as "dry crushed," and was contracted for on the recommendation of Mr. Donald Smith, of the Hudson Bay Company, as being that used by the Company. The price at Montreal was $12\frac{1}{4}$ cents per lb. It is white sugar, and almost equally as good as "loaf." The packages were excellent, water-tight, iron-hooped barrels of two sizes; the larger contained on the average about 100 lbs., the lesser 80 lbs. Of all the packages containing supplies, these were acknowledged to be the best. Sugar.

The tea, purchased at 38 cents per lb., was, I believe, the very best black tea obtainable in Canada or elsewhere. It was packed in the ordinary tea-chest, and was covered with matting. It was understood, from the best information that could be obtained, that this would be sufficient protection; but our experience shows that more is required to withstand the wet and damp, and the rough work of the portages. I would recommend, in addition to the matting, a stout waterproof cover. Tea.

On the route, much was preserved by the tins supplied each boat, and referred to hereafter under the head of "Packages."

The beans supplied were the ordinary white bean, an excellent vegetable. The cost was $2\frac{3}{4}$ cents per lb. A general objection was raised to the time they required for cooking—a great objection when an hour's halt was all that could be allowed for dinner. They were sewn up in bags containing about 100 lbs. These bags proved not strong enough for the purpose, and considerable losses were the consequence. Beans.

Preserved
potatoes.

The preserved potatoes sent from England were exactly what was required; with boiling water, a few minutes was all that was necessary to prepare them. They were contained in tins hermetically sealed; these tins were again in wooden cases, making a good strong package adapted to the service. Once the tin was out of the case, it was not sufficiently strong, was soon broken, and damp would then spoil the potatoes.

There were 56 lbs., or 224 rations, in a tin. On being opened, some of the potatoes were found to be damaged, probably caused by the tins not being quite air-tight, and the wet and damp, to which everything was exposed, getting in.

Fresh vege-
tables.

Fresh vegetables were supplied from Collingwood to the troops so long as they were on the Thunder Bay road. On the return of the troops they were obtained from the Hudson Bay Company's post, Fort William. Between Shebandowan and Fort Garry, none were supplied the troops.

Miscel-
laneous
supplies.

3,000 lbs. of tobacco and 2,000 lbs. soap were taken on the Expedition, and issued to the troops at Thunder Bay on repayment.

Spirits.

It will be observed that spirits formed no part of the ration, and nothing of the kind was procurable by the men whilst on the route. Tea only was used, and I believe every man returned in as good if not better health than when he left.

Packages.

In each boat, in addition to the packages already described as containing the provisions, there were placed several round tin canisters of different sizes, which were used for the tea, sugar, pepper, &c., after the larger packages were opened. These tins were particularly useful, not only from being very handy and convenient, but also being water-proof the groceries were protected from wet and damp. There was a small size capable of holding 1 lb. of pepper, and others that held from 12 to 15 lbs. tea, and from 30 to 40 lbs. sugar.

About 10 bags (ordinary 2-bushel bags) were placed in each boat, and were used for flour, biscuit, beans, &c., as their own packages became broken and useless. The texture of these bags was hardly tight enough, though they answered fairly. On any future occasion, the stoutest canvas bag procurable should be taken.

From the hurried manner in which the supplies had to be procured, it was found impossible to obtain a sufficient number of half pork barrels; but should a similar Expedition ever be organized, it would be very desirable that all the biscuit, as also the flour, should be packed in half pork barrels, or, better still, the "fish barrel," of which large quantities are manufactured at Collingwood. Both descriptions are water-tight, and have the extra advantage of holding a smaller quantity than the ordinary flour barrel, and of therefore being more portable.

A supply of empty half pork barrels was received at Thunder Bay before the final departure of the troops from Shebandowan; these were used as far as possible for biscuit, and this biscuit kept in admirable condition.

FORAGE.

Forage.

In consequence of the large transport establishment required on the Thunder Bay Road, hay, oats, and ox-feed had to be provided. These were supplied under contracts made by the Dominion Government at Collingwood and Owen's Sound, and at the following prices:—Hay, 12 dollars 62 cents per 2,000 lbs.; oats, 34 cents per bushel; ox-feed, 26 dollars per 2,000 lbs.

The first ration issued to the horses was 10 lbs. oats and 12 lbs. hay. This was soon found to be far from sufficient; the horses could not do on it the severe work required of them. The ration was therefore gradually increased up to as much as 16 lbs. of oats and 17 lbs. of hay, or in fact to as much as they could eat.

The oxen were fed on hay and ox-feed, and received such quantities as they required.

FUEL, LIGHT, AND WATER.

Fuel, light,
and water.

No light was issued on the Expedition; and from the nature of the country through which the troops passed, the men were able to help themselves to wood and water *ad libitum*.

LAND TRANSPORT.

Land trans-
port.

From Thunder Bay to Shebandowan Lake is a distance of 48 miles. To connect these waters, the Dominion Government were, at the time of the starting of the Expedition, making a road. Everything required for the Expedition, boats included, had therefore to be carted this distance. For the purpose a train was organized, and 150 horses, 36 oxen, 50 wagons, 30 carts, with the necessary harness, were purchased.

81 of the horses were taken from the batteries Royal Artillery stationed in Canada. ^{Horses.} All the horses were fine animals, and did the severe work admirably; only five of them died.

The oxen were fine animals also, but not as useful as the horses. Much of the road was "corduroyed," and this hurt their feet. Shoeing was tried, but the sticky clay found on many parts of the road invariably drew off the shoes; there was little work, therefore, got out of these animals.

The wagons were principally built at Markham, near Toronto, and were well adapted to the work. ^{Wagons.} The box was made of 1 inch pine lumber, with a floor of $1\frac{1}{4}$ inch, the dimensions being—length 9 feet 10 inches, width 3 feet 6 inches, depth 1 foot 2 inches. The distance between axles was 5 feet $9\frac{1}{2}$ inches; between wheels, 5 feet 3 inches; diameter of hind wheel, 4 feet 6 inches; fore wheel, 3 feet 9 inches. The tire was $1\frac{3}{8}$ inches wide. Total weight of wagon, 980 lbs. Weight of a hind wheel, 105 lbs., and of a fore wheel 95 lbs. They were well and strongly-built, required but little repair, and were all in fair serviceable condition on the termination of the Expedition.

When the wagons were used for the conveyance of boats the boxes were taken off, the axles were connected by long "reaches," and on the axles wooden cradles were erected to raise the boats over the wheels, and they were thus carried keel upwards.

The box carts, like the oxen, were not adapted to the service; they could carry but little, and were hard upon the horses. ^{Carts.} The dimensions of box were—Length, 5 feet 4 inches; width, 3 feet 4 inches; height, 1 foot $1\frac{1}{2}$ inch; diameter of wheels, 4 feet 6 inches; width of tire, 3 inches.

The harness, double and single, purchased at Toronto, was well made and serviceable, excepting the collars, which were generally found to be too small; consequently galled necks became common, and a great number of horses were daily shown as non-effective. ^{Harness.} Some breast-harness was at once sent for, and this enabled us to work the horses with sore necks.

I would advise, on all occasions, breast-harness being in reserve, for use when the collar galls.

The establishment consisted, in addition to the officers mentioned on page 3, of a Transport Veterinary Surgeon and 2 Head Teamsters, with wages at 40 dollars per month each; 5 Assistant Head Teamsters, 2 at 30 dollars and 3 at 28 dollars per month; a Shoeing Smith, at 35 dollars; a Collar Maker, at 35 dollars; and 96 Teamsters, at 22 dollars per month. ^{Establishment.}

The road being newly cut through the forest, and being unmade, it was found this transport was not sufficient for the work to be done,—21 additional Teamsters were therefore hired by the month at Collingwood, with their teams, and brought to Thunder Bay. ^{Additional hired transport.} This system was found to work admirably, as the farmers not only worked willingly, but naturally were more careful of their horses than the other teamsters; they were paid 3 dollars per diem, were provided with passages from and to Collingwood, and free rations for man and horse.

The other teamsters having been collected together in a hurry could not be expected to be a good class of men, and there was some little trouble with them at first. Two of them were brought before a Magistrate, and committed to the prison at Sault St. Marie, for disobedience of orders in driving furiously, and this had a wholesome effect on the others, and they generally behaved well afterwards. They had to endure great hardships, going daily over the worst of roads in very bad weather.

It rained almost every day whilst we were in the district.

On the return journey of the troops from Fort Garry, Captain Buller's Company of the 1st Battalion of the 60th Rifles, marched from Fort Garry to the north-west angle of the Lake of the Woods, where they were met by Captain Scott's Company of the 1st Ontario Militia, en route from Fort Frances to Fort Garry. ^{Transport between Fort Garry and north-west angle, Lake of the Woods.} The distance of this land journey was about 110 miles.

The country cart was hired for transport, and could travel over 80 miles of the road. The cart was a simple floor on two wheels, its only peculiarity being the absence of tires to the wheels. As it is only used on the soft prairie roads, tires are not required. For 30 miles there was no road, and the path lay through woods and swamps, and for this distance pack-horses had to be used.

I annex (marked D.) Captain Buller's description of the pack-saddle.

WATER TRANSPORT.

The distance to be travelled by water was about 560 miles. For this purpose 140 boats were provided by the Dominion Government. These boats varied considerably in

size, and were built in all parts of the provinces of Quebec and Ontario. Some were "carvel," others "clinker" built. The average length may be taken as being about 32 feet and 6 feet beam. Each boat could fit up two masts, and six oars were generally used.

The boat equipment is laid down in paras. 3 and 4 of the Standing Orders (Enclosure A).

125 of these boats left McNeill Bay, Shebandowan Lake, conveying troops. In addition there were provided for the use of the Colonel Commanding and other Staff Officers a light "gig" and three large bark canoes.

Statement C, annexed shows the number of persons and quantity of stores, over and above the boat equipment and personal equipment of the officers and men, embarked.

Baggage.

Each officer was limited to 90 lbs. baggage, which he carried in two waterproof bags, such as are used by the men of the Army Service Corps.

Voyageurs.

To manage the boats, 400 voyageurs were engaged by the Dominion Government; only two men were, however, put into each boat. In addition to these, Indian guides had to be engaged at different points along the route. Many of the men engaged were found to be perfectly useless, knowing little or nothing of the management of boats; the best and most useful of all were the Iroquois Indians hired at Caughnawaga, near Montreal.

The boats and voyageurs not required for the conveyance of the troops were employed forwarding a reserve of supplies to Fort Frances.

STORES.

Arms and ammunition.

There were landed at Thunder Bay four 7-pr. bronze mountain guns, with about 800 rounds of ammunition, 309,550 rounds of small-arm ammunition, in addition to 60 rounds carried by each man; 100 stand of rifles and accoutrements were also received there as a reserve.

It was feared that the Fenians might make an attack on Prince Arthur's landing, and therefore a larger quantity of ammunition was sent forward than was estimated as requisite for the expedition.

Immediately on the arrival of the troops, a strong stockade was built, under the superintendence of Lieutenant Heneage R.E., within which was erected a magazine, and here, during the summer, the ammunition was kept.

The Artillery carried with them to the Red River two of the guns, with 150 rounds for each. A reserve of 111,000 rounds small-arm ammunition was distributed throughout the boats.

For the protection of the ammunition in the pouches whilst *en route*, waterproof bags were constructed, to hold 10 pouches with belts; these answered well.

Arm chests to hold 10 rifles were made, and one put into each boat. There were some complaints of the rifles getting wet in these boxes, but on the whole they answered the required purpose.

The two guns and the reserve ammunition were handed over to the Militia at Fort Garry. The two guns, with the ammunition and arms left at Prince Arthur's Landing were taken back to Quebec with the troops on their return.

Camp equipment.

In consequence of the peculiar nature of the service, the smallest possible quantity of stores were taken on the Expedition.

For a brigade of boats, consisting of 3 Officers, 50 men, and 12 or 13 voyageurs, there would be but 1 tent for the Officers, 4 for the soldiers, and 1 for the voyageurs.

For cooking purposes Flanders kettles and frying-pans were used.

Besides axes, spades, and shovels, a few tools for engineer purposes were all the stores taken on the march.

Clothing and necessities.

A free kit was issued to the soldiers, consisting of 1 serge frock, 1 pair serge trousers, 1 pair oxford boots, 2 pairs worsted socks, 2 flannel shirts, 1 housewife, 1 woollen night-cap, 1 cap cover with peak, 1 mosquito net, 1 clasp knife, 1 tin cup, 1 tin plate.

Each soldier had also issued to him 2 grey blankets—field service—and 1 waterproof sheet. Waterproof bags were provided for holding 10 blankets, and used in the boats. The field service grey blanket was found to be too poor an article for this service; there was little or no warmth in it.

HOSPITALS.

Two hospital marquees were pitched for hospital purposes at Thunder Bay. A large supply of medical comforts were sent for use in this hospital, as well as the necessary equipment for 36 patients.

No hospital diets were issued; whilst in hospital the patients drew their field rations. "Extras" were issued as required. With each brigade of boats there was forwarded a box containing a small supply of comforts for use on the march. Diets.

An establishment for 36 patients was also taken on to Fort Frances; but bell tents only were used, the marquees being considered too heavy to be taken on the journey. The equipment, comforts, &c., at Fort Frances were finally sent on to Fort Garry; those at Prince Arthur's Landing were brought back to Canada.

CASH.

At Thunder Bay and along the route all payments were made in Canadian Bank or Provincial notes brought from Toronto for the purpose. Funds.

At Fort Garry funds were raised, principally through the Hudson Bay Company, by draft on the Staff Paymaster, Montreal.

Extraordinary field allowance was issued for six months. Field allowance.

Free rations were issued to the soldiers. Officers paid the usual ration stoppage of 1½d. per diem, and when receiving "extras" from hospital paid the stoppage of 1s. Stoppages.

POSTAL ARRANGEMENTS.

As there were no established means of communication along the route, arrangements were made with the Hudson Bay Company to place Indians with light canoes at different points, and by them the mails were regularly forwarded during August and September. Mails.

EXPEDITION.

As stated in the preamble, the first detachment of troops arrived at Thunder Bay on the 25th May. There was a small wharf or jetty off the landing-place, but not a sufficiency of water for the large steamers to lay alongside, consequently all the men, horses, and stores had to be brought from the vessels in a large flat-bottomed scow. The scow was generally worked by a rope from the vessel to the wharf. For five weeks we had the services of a small tug, and she was of great use in landing stores and towing the scow when the steamers anchored at too great a distance for the rope to be used, and also in towing the boats up the Kemanistaquia River to the first rapid, about 10 miles from the mouth.

At Prince Arthur's Landing we found a few buildings belonging to the Public Works Department, and occupied by their employés. This department, under the superintendence of Simon J. Dawson, Esq., in a few days erected for our use two large store sheds, as well as stabling for a large number of horses. In addition to the sheds, four hospital marquees were pitched as store-houses, but notwithstanding this, we had always quantities of stores exposed to the weather.

Thunder Bay is now connected with Shebandowan Lake by a good road, the length of which is 48 miles. On the arrival of the troops the state of the road was about this—30 miles of it was considered as made, but from the nature of the ground in heavy weather many parts became almost impassable; 12 miles were cut through the forest, but the road not sufficiently cleared of stumps, or the swamps sufficiently corduroyed to be fit for the passage of troops or laden wagons; the remainder of the distance had not been touched—the trees were standing.

Fine bridges had been built over the Kemanistaquia and Matawan Rivers, where the road crosses them (21½ and 26 miles from Thunder Bay), but a bridge had not been commenced over the Oskondagee Creek, 38 miles from the Bay.

As not only all our stores but also all our boats had to be got over this road, it became a matter of the utmost importance to assist in making it. Troops were therefore posted at different points where the Public Works Department required them. The first troops to work on the road were two companies of the 60th Rifles, who left Thunder Bay on the 28th May and encamped at Kemanistaquia River. The weather then became very bad, and the prospect of our getting over the road appeared to be hopeless.

About a dozen boats had been carted as far as the Matawan Bridge, and safely launched in that river, when it was suggested to Colonel Wolseley that the remainder might be sent to this point *via* the Kemanistaquia River into which the Matawan flows, and so save our land transport.

Much opposition was raised to this plan, as it was said the dangers on the river were so great that the boats would all surely get severely damaged; the trial was however

successfully made by Captain Young, of the 60th Rifles, and the other boats were then sent that way, manned by soldiers and voyageurs. It was then found practicable to send the boats and stores by the Matawan River to a point $2\frac{1}{2}$ miles further on the road, and which was named "Young's Landing." From here about 5 miles the river was again found to be navigable, but the road passed more than a mile from the river; a lane was cut to it, and that point was called "Calderon's Landing." From Calderon's Landing to the Oskondagee Creek boats and stores could be taken by water. From the Oskondagee to the Dam-site everything had to be carted. The Dam-site was three miles from the Lake and on the river running out of it. From here everything went by water to M'Neill Bay, the starting point on Shebandowan Lake.

At all these different points camps had to be formed, as strong fatigue and road parties were requisite. At several of the posts, under Mr. Dawson's superintendence, stables and sheds were erected for horses and stores.

The first troops encamped on the road on the 28th May; the last embarkation at Shebandowan was on the 1st August, so that for two months the small force were scattered over 50 miles of country, and much care and trouble were necessary to keep them well and fully supplied.

Had the land transport only been used we could not possibly have got away for ten days or a fortnight later, and this delay would have made a great difference in the return journey. Working road and river together was a most happy thought.

On the final embarkation of the Expeditionary Force, one company of the Quebec Militia remained as a garrison at Prince Arthur's Landing.

It was found on loading the boats at M'Neill Bay that they could carry 60 days' supplies. The Colonel Commanding then altered his arrangements for halting the brigades on different portages, as laid down in para. 12 *et seq.* of Standing Orders, and directed all to proceed at once to Fort Frances. A reserve of 200 barrels biscuit, 200 barrels ($\frac{1}{2}$) flour, 200 barrels ($\frac{1}{2}$) pork, 74 bags beans, 26 chests tea, 28 barrels sugar, was forwarded after them to Fort Frances by the spare boats and voyageurs, as stated on page 8.

From M'Neill Bay to Fort Garry the route taken by the Expeditionary Force is, roughly, a distance of 560 miles. There were along the route 42 portages, varying in length from 40 to 1,800 yards; over these the boats and stores had all to be conveyed. Trees were cut and laid down as "skids," over which the boats were hauled; the stores were carried on the mens' backs. Rope slings were provided, so that barrels slung between poles might be carried by two men; but they soon gave the preference to the "portage strap," and carried their loads, like the Indians, on their backs, with the straps passing round their foreheads.

At Fort Frances on Rainy River, a depôt was formed, under charge of Commissary Mellish, and protected by a company of the Ontario Militia. The stores not required for the troops were finally taken over by the Public Works Department for the use of men employed road-making between Fort Garry and the Lake of the Woods.

Along the route there was little Control duty to be performed. As each brigade arrived at Fort Garry the Officer Commanding was called upon to account for the supplies and stores he had received at M'Neill Bay or Fort Frances, and the same plan was adopted on the return journey.

The first brigade of boats left M'Neill Bay on the 16th July, and the last with Regular troops on the 21st July. They arrived at Fort Frances on the 4th and 8th August respectively.

On the 20th August the whole of the Regular troops had arrived at Fort Alexander, at the mouth of the Winnipeg River. On the 24th August they occupied Fort Garry, and the two Militia Regiments arrived in a few days.

On the 29th August the first brigade began its return journey, and the whole of the regular troops had safely embarked at Thunder Bay on the 6th October.

Whilst at Fort Garry there was little difficulty in obtaining supplies. Everything requisite can be brought in from the neighbouring State of Minnesota. Fine wheat and vegetables are grown in the Red River Settlement. When beef is required in large quantities the cattle must be imported.

Conclusion.

The arrangements made for the Militia wintering in Fort Garry have already been reported to you.

The conduct and qualifications of the Officers and men who served under my orders shall be separately reported on, though here I am bound to say that I am indebted to them all for their hearty co-operation; the zealous manner in which they worked was the secret of our success.

I believe the Control system has proved itself on this occasion to be a sound one; the Officers of the old Departments worked together under one head with the greatest unanimity, and undoubtedly there was much saving of time and trouble throughout in there being one Department instead of several.

There was no Officer of the Pay Sub-Department with the Force, but the Officers, with one or two exceptions, had all the custody of money at some period during the time the Expedition lasted.

I have the honour to be, Sir,

Your obedient Servant,

M. BELL IRVINE,

Assistant Controller.

*Lieutenant-Colonel Martindale,
Acting Deputy-Controller in Canada,
Quebec.*

APPENDIX.

A.

STANDING ORDERS for the Red River Expeditionary Force.

Toronto, 14th May, 1870.

1. THE Expeditionary Force will proceed from the end of the Thunder Bay Road to the Lake of the Woods in boats. It will move by detachments, consisting of one or more companies. To each company a brigade of 5 boats will be attached.
 2. The boats will be numbered, 1, 2, 3, &c., &c., and the brigade will be distinguished by letters beginning at A.
 3. In each boat there will be the following tools and equipment:—2 felling axes, 1 pick axe, 1 spade, 1 shovel, 2 hand axes, 2 flanders kettles, 1 frying pan, 2 sails, 2 boat-hooks, 2 spare oars, "making eight in all," 4 rowlocks, 1 set of blocks (single and double), 1 boat lamp, 6 thimbles for setting poles, 1 dipper, 1 rubber bucket, 1 boat-sponge, 2 cans paint (black and white), 5 lb. assorted boat-nails, 1 double tin oil can, 1 tin, with pitch, 1 tarpaulin, fenders, 60 fathoms tow line, 1 can mosquito oil, &c., &c.; spare plank and tools necessary for repairs. There will also be the cooking utensils, &c., of the boatmen, for which the coxswain of each boat will be responsible. In every boat there will be 30 days' rations for the soldiers and boatmen, besides, also, about 1 ton of surplus stores.
 4. With each brigade of boats there will be a carpenter's chest of tools, and a fishing net.
 5. The scale of rations for every one will be as follows:—1 lb. of biscuit, or $1\frac{1}{2}$ lb. of soft bread, 1 lb. of salt pork, or $1\frac{1}{2}$ lb. of fresh meat, 2 oz. of sugar, 1 oz. of tea, $\frac{1}{2}$ oz. of salt when fresh meat is issued, $\frac{1}{2}$ pint of beans, or $\frac{1}{4}$ lb. preserved potatoes, $\frac{1}{8}$ oz. pepper; the ration of flour, when issued, to be $1\frac{1}{2}$ lb.
 6. In each boat there will be three voyageurs, one of whom will be the coxswain, and have entire charge of managing the boat.
 7. The officer or non-commissioned officer in command of the men in each boat will render him every assistance in doing so, and any one going counter to his advice must understand that he is taking upon himself a grave responsibility which may possibly affect the safety of the whole party.
 8. No one, under any pretence, will be allowed to sit on the gunwale of the boats, and all must learn to sit steadily, moving as little as possible when the boat is under weigh, particularly in rapid water. When under sail the sheets must never be made fast, they must invariably be held by the hand.
 9. To prevent supplies being sent to wrong places, it must be remembered that all stores belonging to the Expedition have been divided into three classes, X., Y., Z., and marked accordingly; those marked Z. are to be taken with the force when it finally starts from Fort Francis; those marked Y. are to be left at Fort Francis, and those marked X. at Fort William.
 10. Officers commanding companies will not allow, under any pretence whatever, any person not belonging to the force to be carried in the boats, unless he has a written permission, signed by the officer commanding the force or by Lieutenant-Colonel Bolton.
 11. The officer in immediate command at the Shebandowan end of the road will be held strictly responsible that no unauthorized person embarks. He will attend at the departure of each brigade of boats to see this order rigidly carried out.
 - *12. Detachments will be posted temporarily at various portages along the route for the purpose of facilitating the transport of supplies to Fort Francis.
 - *13. They will carry out this duty as follows: They will daily send back to the nearest portage in rear a sufficient number of boats to carry 15 tons of stores; all the boatmen to be employed on this service, supplemented by as many soldiers as the Officer Commanding on the spot may consider necessary; all soldiers to take their arms and accoutrements with them.
 - *14. One officer will invariably accompany the boats upon this duty, and will take with him at each trip supplies sufficient for the crews for three days, together with a portion of tools, &c. The remainder of the detachment to be employed daily in carrying over the portage at their post the 15 tons of stores brought up by the boats on the previous day, and loading them in the boats sent back to receive them by the detachment in front.
 - *15. The day after each detachment has reached its position it will commence operations by sending back for the surplus stores of the detachment in rear. This will be continued daily until all the reserve supplies for Fort Francis have been sent forward.
 16. The greatest possible care will be necessary in loading and unloading the boats to guard against their being injured. The Indian voyageurs having had great experience in loading canoes, their advice is to be attended to in this matter.
 17. Every one concerned must remember that the success of the undertaking depends upon these boats; and if those provided are rendered unserviceable, they cannot be replaced.
- The Colonel Commanding will therefore have no alternative but to leave behind the crews of any boats that are rendered unfit for use.

*. Not carried out, *vide* page 10 of Report.

18. Colonel McNeill will be stationed at the Shebandowan end of the road. Special instructions will be issued to him for his guidance.

19. Mr. Meyer will be the Control Officer there, to superintend the shipment of stores. He will be responsible for the loading of the boats, and will decide also the description and amount of stores to be sent with each, in addition to those laid down as forming the equipment of each boat. He will hand over to the Captain of each company, the evening before he starts, the complete equipment of his brigade of boats, receiving a receipt from him for it. The Officer commanding the company will make an exact copy of the list in his pocket-book, specifying therein how he has distributed the stores, &c., by boats, and the name of the officer or serjeant in charge of each boat.

20. Mr. Meyer will also hand over to every officer commanding a company, rations complete for his men and voyageurs for 30 days, taking a receipt for the same; a list of these provisions to be also entered by the captain in his pocket-book. These provisions must be distributed throughout the boats, so that in each boat there will be 30 days' rations for every one in it.

21. Mr. Meyer will also hand over to every officer commanding a company, as much surplus supplies (about 2,000 lb. weight for each boat) as his boats can conveniently carry—Mr. Meyer to be the judge on this point—giving him an accurate list of the articles, which will be sent on with the stores when they are passed forward beyond the portage where the Company is to be temporarily stationed on the line of route. This list will be signed as correct, or otherwise, by all the officers commanding at the several portages when the stores pass through their posts; any article deficient to be noted on the list.

22. After the last detachment has left, the stores noted in the margin will be shipped with as little delay as possible at the rate of 15 tons a day. One, or, if possible, two days before the last 15 tons are to be despatched from Shebandowan Lake, Colonel McNeill will notify in writing, to all the posts in advance, stating when the last of the reserve stores will be sent through. He will send a written Memorandum with the last 15 tons, saying they are the last.

Upon receipt of this information (which will be signed by the Officer Commanding each Detachment, and forwarded on to the next post) Officers Commanding at all posts on the line between Shebandowan and Fort Francis will proceed without delay to the latter place, taking on with them their boats and all their equipments, and the remains of the thirty days' provisions sent originally with them.

23. Upon reaching Fort Francis, they will complete their boats with 30 days' rations for all persons in them, and will embark such surplus stores as the Control Officer, Mr. Mellish, may indicate.

24. As soon as the detachment left at Bear Portage reaches Fort Francis, the 200 men of the 1st Battalion 60th Rifles, which had been stationed there during this movement, will start for the Rat Portage to work at it.

25. By these arrangements the last detachment (that left at Shebandowan Lake) will reach Fort Francis the day after the last 15 tons of the reserve supplies to be stored there reach that place.

26. The detachments from Fort Francis will severally start from thence as soon as relieved by the detachment coming up in rear.

27. Fresh instructions will be issued at Fort Francis with reference to the forward movement from that place.

28. In case of a man falling seriously ill, or being seriously injured whilst the troops are moving to their several stations, the Medical Officer with the detachment will decide whether the illness or injury is of such a nature as to prevent the man from proceeding further. If he pronounces the man as likely to be unfit for work for some time to come, he is to be left behind at the nearest portage where a detachment is to be stationed, in charge of a non-commissioned officer and one man, who will take their arms, accoutrements, &c., &c., with them. A week's provisions to be left for the three men. All Officers Commanding detachments passing by them to see that they have always that quantity in their possession.

As soon the detachment to be stationed at the portage where the sick man has been left arrives, he will be sent with the returning boats to the rear, to be forwarded on to the hospital at Fort William.

If there is no Medical Officer with the detachment, the sick man will be left behind in a similar manner until the arrival of a detachment having a doctor with it.

In both cases the non-commissioned officer and private left with the man will proceed on to join their company as soon as the man has been sent to the rear.

The Officer Commanding the 12th detachment, whilst *en route* between his post at the Kashabowiwe Portage and Fort Francis, will use his own discretion as to whether he will send serious cases of illness to the hospital at Fort William, or take them on with him to Fort Francis. If he can possibly do so he should send them to the former place.

29. Officers commanding detachments, from the time of their embarking at Shebandowan, will keep a journal of their route, entering the exact hour they start each morning, the hours they halt for meals and start again, the time they reach their halting place for the night, giving the name of the place, the state of the weather, whether they used oars or sails during the day, &c., &c. All irregularities committed by their men to be recorded. They will also state whether they found the fires made by the previous detachment still burning or not.

Barrels of flour.
Barrels of pork.
Bags of biscuits.
Chests of tea.
Barrels of sugar.
Bags of beans.
Tins of pepper.
Bags of salt.
Tins of potatoes.

30. The officers commanding the several detachments posted at the portages will encamp their men in as compact order as possible on the end of the portage nearest to Fort Francis, except when from the marshiness of the ground, or other peculiar causes, there are good reasons for departing from this order.

They will pile up their provisions close to the landing place, at the Fort Francis side of the portage, covering them over with the boat tarpaulins, and doing everything in their power to protect them from the weather.

The boats will remain on the Shebandowan side of the portage, every precaution being taken to secure them at night by their painters to the shore. When there is a good beach they should be hauled up for the night, being launched every morning.

31. Each detachment will have a guard, consisting of at least three men per company. They will mount with arms and accoutrements. Up to Fort Francis the arms for the other men will remain in their arm chests, unless when for special reasons the officers commanding detachments may consider it necessary for the men to keep their arms in the tents.

The arms, if kept in these arm chests, must be frequently inspected by the Captains of companies, to see that they are free from rust, and in good and serviceable order.

32. The greatest possible precautions to be taken to guard against the woods being set on fire.

The cooking places will be established as near the water as possible, and no other fires are to be allowed in the camp without the express permission of the officer commanding the detachment, who will assure himself, before giving such permission, that there is no danger to be apprehended.

When on the move, officers commanding companies will be held responsible that all fires are extinguished previous to their leaving a camp.

33. As a rule, the reveille will sound at 3 A.M. every morning, and the boats will start as soon after that as possible, the men to have some hot tea before starting. The boats of each brigade must keep as near together as possible, the Captain with his Bugler being in the leading boat; the senior Subaltern and a Serjeant in the rear boat.

A halt of one hour will be made at 8 A.M. for breakfast; another halt of an hour at 1 p.m. for dinner. Officers commanding companies may, of course, depart a little from these hours for meals, but under no circumstances is more than an hour to be allowed for each meal. They will always halt for the night at least one full hour before dark, so that there may be ample time to establish the camp for the night. When on the move it is not advisable to pitch tents except when it rains or threatens to do so—even then the smallest possible number should be pitched.

34. When it is necessary to track the boats, the crew will be divided into two parties, each consisting of four or five soldiers and one voyageur. Serjeants are not to be employed in tracking.

These two parties to relieve one another every two hours. Officers and non-commissioned officers in charge of boats will see that the men returning to the boats after tracking, put on their serge frocks at once, which are not to be removed for at least half an hour afterwards.

35. All officers belonging to this Force will be most careful in impressing upon those under their command the great necessity there is for cultivating the good will of the Indians and others employed as voyageurs.

Colonel Wolseley will punish with the utmost severity any one who ill treats them.

The same rule applies to all Indians who may be met on the line of route.

It must be remembered that the Government has made a treaty with them securing the right of way through their country; all are therefore bound to protect them from injury, and it is of special importance that our intercourse with them should be of the most friendly nature.

No Indians but those actually attached to the Force are to be allowed to pass the night in our camps.

G. J. WOLSELEY, *Colonel,*
Commanding Expeditionary Force.

ADDITIONAL INSTRUCTIONS.

1. It is possible that some of the men embarked at Shebandowan Lake as voyageurs may be found to be incapable of managing boats.

Officers commanding brigades of boats will send back, by the first opportunity that presents itself any such soi-disant voyageurs.

It is not enough that they should be able to row, but they must be capable of skilfully managing a boat. We require no assistance in rowing, and passengers cannot, under any circumstances, be allowed to accompany the Expedition. Mr. Dawson has been requested to explain this order to all engaged as voyageurs.

2. Before starting each morning after leaving Shebandowan, the Subaltern in charge of the last boat with a couple of men will go round the camp to see that nothing has been left behind.

3. At every portage officers or non-commissioned officers in charge of boats will invariably check over the articles as they are put into their boats to see that they agree with the lists in their pocket books.

4. No one to go beyond 150 yards from the halting places.

B.

STATEMENT showing the Quantity of Flour, Hops, Malt, Salt, &c., consumed, and Bread produced at the various Camp Stations *en route* to Red River from 28th May to 18th September, 1870.

Stations.	Period.		Consumed.						Bread Produced.	Gain, per cent.	Remarks.
	From	To	Flour.	Hops.	Malt.	Salt.	Potatoes.	Grease.	Candles.		
Thunder Bay ..	28th May ..	4th July, 1870	lbs. 37,709	lbs. 7	lbs. 37	lbs. 667	lbs. 950	lbs. 8	lbs. 5	51,078	35.45
Matawan Bridge..	7th July ..	13th July "	5,653	1½	8	98	104	4	..	7,650	35.32
Dam Site..	15th July ..	18th July "	1,885	1	5	48	58	1	..	2,550	35.22
Fort Francis ..	10th August ..	18th Sept. "	4,995	5½	28	88	120	9	..	6,803	36.19
Total..	..	..	50,242	15	78	901	1,232	22	5	68,081	35.50

Assistant Controller M. B. Irvine,
Controller, Red River Expedition.

JOS. JARVIS, Sergeant,
Army Service Corps

D.

NOTE by Captain Redvers H. Buller, 1st Bn. 60th Royal Rifles, on the Pack Saddles used in the Red River Settlement.

Those of our horses (about half the lot, the rest having common Mexican saddles) that had pack saddles were equipped as follows:—two pairs of $1\frac{1}{2}$ -inch square oak sticks about 18 inches long were "halfened" into one another, forming two St. Andrew crosses, the upper limbs of which were 4 inches long; the last 8 inches of the lower limbs being beveled off on the inside, they (the crosses) were screwed about 12 inches apart on to two plates of 1 inch thick deal about 18" by 9". Under each plate was fastened a canvas pad stuffed more or less full of the wild grass of the country, according to the back of animal. The pads were, in some cases, in one, thrown over the back; in some cases single, one under each side of the tree. Under these, again, it was usual when they were forthcoming, to fold a blanket or buffalo robe, but this was not necessary.

The saddle was secured by a crupper and girth of hide.

The loads were then enclosed in "pac flèches," or undressed half hides, in which, about 12 inches from the upper edge on each side the centre, two slits were cut the same distance apart as the cross trees of the saddle, and through them two loops were passed and secured inside by a stick being passed through them.

The "pac flèches," thus arranged, were folded and laced over the loads and hung one on each side, the loops being knotted so as to allow the load to hang nearly parallel to the animal's sides, and the whole was then secured by a raw hide surcingle.

When nicely balanced loads thus packed were very firm; our horses fell again and again, and forced through trees and so on, but never moved them.

When not well balanced the load either fell off or galled the horse.

The jolts sent our horses through the surface of the bogs, so I can form no idea of what the horses could have carried on a good road. Grant told me that from 180 lbs. to 250 lbs. was the usual thing in the Rocky Mountain country.

I should add that a seizing of raw hide secured the joint of the cross-trees.

(True copy)

M. BELL IRVINE, Assistant Controller.

